

Evening Telegraph

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TUESDAY, MARCH 2, 1869.

American and Foreign Railway Systems. In proportion to wealth and population, much greater activity and enterprise in constructing railway lines have been displayed in the United States than in any other country. At the close of the year 1866 we had in actual operation 36,896 miles, while Europe contained but 45,718 miles, and in Africa and Asia combined there were only 4864 miles. Since that period the extension of our railway system has been continued with unparalleled rapidity, while comparatively few extensive new railways have been constructed in Europe. Of the 48,718 miles of European railways in existence at the close of 1866, 13,286 were located in the British Isles, and extensions since that period up to the present time have increased this aggregate to 14,247 miles. While the United States, with a population but a little greater than that of Great Britain, contain three times as many miles of railway, a contrast based on their respective areas is greatly to the advantage of the latter, for it contains but 123,550 square miles (or a little less than the combined area of Pennsylvania, New York, and Ohio), and on this restricted space \$500,000,000 more money has been expended for railways than in the whole of the United States, over an aggregate area (exclusive of Alaska) of 3,001,002 square miles. This contrast would be rendered still more striking if it were applied on the one side strictly to the railways of England and Wales, for they have, in proportion to area, three miles of railway for one in Scotland and Ireland.

We must turn to England and Wales, therefore, for exemplifications of the results of railwayism in its most extensive and expensive stage of development. The amount of transportation and travel conducted over their roads is enormous. The value of real estate has been greatly increased, and a wonderful stimulus has been given to mining, manufactures, and commerce. But while the kingdom has been enriched by these enterprises, their extraordinary expenditures, excessive competition, bad management, fraud, and various other causes, have combined to render them a source of great loss to stockholders, and they are proving nearly as bad an investment as the oil stocks of Pennsylvania. The stock of a few roads is worth more than the par value, but these exceptions are exceedingly rare, and on a large proportion of the capital expended there are either no returns whatever, or annual dividends far below the usual rates of interest yielded by undoubted securities. The British railways have failed, as a commercial speculation, as completely as they have succeeded in facilitating the development of industrial interests.

To some extent a similar course of events has marked the rise and progress of the railway system of the United States. While the railways have greatly increased the value of real estate, and contributed immensely to the utilization of the products of the mines, the forests, and the fields of the nation, they have in many instances suffered terrible pecuniary embarrassments and ruined their stockholders. On the other hand, there are a considerable number of profitable railways in this country, comparatively few companies are hopelessly insolvent, and many are gradually emerging from financial embarrassments which were at one time considered insurmountable. The railway interest is not only absorbing the capital and brains of the country, but the political influence it exercises is constantly increasing; and, independent of partisan questions, it is becoming a matter of some doubt whether it is not the ruling power of the land.

The railway systems of France and Austria, and other Continental powers, present a marked contrast to the English and American systems. Napoleon and Francis Joseph have taken good care to render railway stocks profitable by preventing undue competition, and at the same time to make the railways a source of great eventual wealth to their national treasuries, by requiring that at the expiration of ninety years from the date of their completion they shall become Government property.

In England and the United States the railway companies make their terms with industrial powers that be, individually, through whom they obtain, nominally for nothing, or for the public good, the concessions which are granted in France and Austria only on condition of an eventual surrender of all their property.

The Condition of the Streets. YESTERDAY the March term of the Court of Quarter Sessions was opened by Judge Peiro, and in his charge to the Grand Jury a number of important matters were brought to their attention. The last Grand Jury, in their final presentment, among other things referred to the filthy condition of the streets and the danger resulting therefrom to the health of the city. On this point Judge Peiro remarked:—

"I have observed with pleasure that the Grand Jury have taken notice of the filthy condition of our streets, and has fully spoken of them as 'witnessing an offense against decency and the law, on the part of those whose duty it is to keep them clean, and who have neglected that duty.' The effort to keep the streets clean, from some cause, for the last

several years, has been a miserable failure. Their condition is a nuisance, and dangerous to public health, and an offense against decency and cleanliness. You have the power to inquire into the cause of their bad condition, and to require of your public officers, or others who are held in trust for the public, that they shall use the power to prevent them from maintaining and continuing a nuisance."

We are gratified to see that the Court has taken up this matter, and if the Grand Jury will vigorously perform their duty in the premises, in the full spirit of the charge by the Court, we may look for some improvement. The streets are in a shocking condition, and every warm day the stench from some of them is nearly overpowering. A very open winter has given promise of an early spring, and as soon as the warm weather sets in the filth in the streets will be in the highest degree offensive. It has been sufficiently demonstrated that the only sure preventative of cholera, yellow fever, and other pestilential diseases, is the most thorough cleanliness; and in consideration of this fact, the neglect of the officers charged with removing the garbage from the streets and alleys of the city is nothing less than criminal. The public health and public decency call for a thorough cleaning of the city immediately, and the Grand Jury will be entitled to the thanks of the community if they will exercise their powers in the case, and present the negligent officials, in accordance with Judge Peiro's instructions, for maintaining and continuing a nuisance. A little energy and vigor properly applied will often accomplish wonders in matters of this kind.

The Commercial Exchange. YESTERDAY was an occasion which will be long held in remembrance by the commercial portion of our community. It witnessed the dedication of the new hall of the Commercial Exchange to the purposes of trade, and in the evening the members of the association, with their invited guests, sat down to an elegant banquet at the Continental Hotel. The building to which the Commercial Exchange have now transferred their daily gatherings is one of the most elegant and commodious in the entire city, and is surpassed in both respects by but few, if any, similar buildings in the United States. It is not less an ornament to Philadelphia than a credit and convenience to the body by which it was erected. With their advent upon this new field, we may anticipate for the association a large increase in their membership and business, to the marked benefit of the interests of the city at large.

AN ODD AND ABBY COSTUME.—We believe it was Sidney Smith who seriously thought of cooling himself off during the heated term by sitting out doors in his skin and punching the marrow out of his bones for the sake of creating a draft through his framework. The general joint committee on the approaching Odd Fellows' celebration have resolved to put his theory into practice. They announce an order requiring the officers and members of the Grand Encampment who intend to join in the parade on the 26th of April, to "appear in a uniform dress, to consist of a black silk hat and black gloves!" In this airy costume the Odd Fellows are accordingly expected to permeate the thoroughfares of this staid Quaker City. As the sun is usually not very powerful at this latitude during the last week in April, the painful operation of extracting the marrow from the bones is not regarded by the committee as altogether essential to comfort, and for this reason it will be dispensed with. We trust that all our citizens will bear in mind the melancholy fate of "Peeping Tom," of Coventry fame, and remain in their beds until the procession is over.

SOMEbody advertises in the New York Herald for a "sober man" to assist in the compounding of liquors. This is doubtless on the theory that a man who is wedded to his own cups is apt to make a mess of other people's cups.

OBITUARY.

Alphonse de Lamartine. The cable this morning announces the death of Alphonse de Lamartine, the distinguished French poet and statesman. Alphonse de Prat de Lamartine was born at Macon on the 21st of October, 1790. During the first part of his life he bore the name of De Prat, but afterwards adopted that of Lamartine, on the death of a maternal uncle. He was descended from an ancient and noble family, and was the eldest of eight children. At the time of his birth his father was in prison—a calamity which twice befel him during the Revolution, on account of his loyalty to the unfortunate Louis XVI. Eventually, after having encountered many dangers, he was set free on the 9th termidor (27th Jan'y, 1794), and retired to his country residence at Milly, where he lived in retirement till his death, at the advanced age of ninety. At Milly the poet passed the first twelve years of his life; his only teacher was his gifted and excellent mother, who taught him to read in an old illustrated Bible, rewarding him with the sight of a picture when he had overcome the difficulties of a chapter.

At the age of twelve young Lamartine was sent to school at Lyons, from which he was afterwards removed to the College of Belley, on the frontiers of Savoy, a school of much reputation, conducted by the Jesuits. He made rapid progress in his studies, and gave proofs of great poetic talent. He finished his education in Paris, and in 1810 he started on a tour through Italy with one of his relatives. In the following year he returned to Paris and began to make literary efforts which attracted attention. The celebrated actor Talma was one of those with whom he became acquainted. A considerable property which he inherited from a maternal uncle about this time led him into a life of dissipation, and a serious illness resulted from his excesses, to recover from which he was sent to Naples. On his recovery he spent some time in the island of Procida, where he met and became enamored of the fisher maiden Graziella, whose untimely end he has lamented in his verses. In 1814, on the first fall of Napoleon, Lamartine returned to Paris and entered the military household of Louis XVIII. After the "Cent Jours," however, he left the service, and did not enter it again. The next few years he ap-

pears to have spent principally at Paris, where he became attached to a young lady whom he celebrated in his poems under the name of Elvire—the Laura of the French Petrarch. The love songs and other reflective lyrics, afterwards published in a collected form under the title of "Meditations Poétiques," were the work of this period. These poems were very successful, and gained the poet many illustrious friends, who introduced him into diplomatic life. He was first sent as an attaché to the French Embassy at Florence, and then, after a few months' residence in London as Secretary of the Embassy, he was sent back again to the Tuscan capital in the same capacity. During his second diplomatic residence at Florence he married a young English lady, who brought him a considerable fortune; and with whom he lived on the most affectionate terms down to her death in 1836.

In the year 1823 appeared the "Nouvelles Meditations Poétiques," which were quite worthy of their predecessors, though they were rather more fragmentary. This volume of lyrics was followed in the following year by a didactic poem, entitled "La Mort Socratique," and "Le Chant du Sacre," an ode on the coronation of Charles X, which were both worthy of the author's reputation. After the death of the poet Byron, it occurred to Lamartine to make the dangerous attempt to complete "Childe Harold," and in the course of the year 1825 the result appeared under the title of "Le Dernier Chant du Pelerinage d'Harold." Though this poem has great merit, yet even the poet's most ardent admirers were compelled to admit that he failed to attain to the impetuous flow of Byron's verse. The uncomplimentary manner in which he spoke of Italy in this poem, however, aroused the wrath of one Colonel Pepe, an officer in the army of the King of Naples, and the Colonel threatened the poet with a challenge unless he consented to remove the obnoxious verses from the poem. The poet replied that he was not to be influenced by threats, and in the duel which thereupon ensued he was severely wounded.

On the 1st of April, 1830, Lamartine entered the Academy, and in his speech on that occasion gave signs of the oratorical ability which he was destined afterwards to display so brilliantly during his short political career. A few weeks later he increased his poetical fame considerably by the publication of two volumes of lyrics, entitled "Harmonies Poétiques et Religieuses." About this time Lamartine, who had long wished to visit Greece, obtained from the King the appointment of Ambassador to that country, but Charles X's fall took place before he had set out, and though the new King offered him the same post, he thought himself in loyalty bound to decline it. He ended the poet's diplomatic career.

Lamartine had an intense desire to distinguish himself in politics, and he therefore offered himself as a candidate for the representation of Dunkirk and Toulon. He was rejected in both towns, however, and to hide his chagrin he resolved to make a journey to the East, which he had long contemplated. In June, 1832, he set sail with his wife and daughter. He travelled through Greece and Syria, but the death of his daughter caused him to return to France sooner than he had contemplated. During his absence the canvassing of his friends had been successful, and he was elected deputy for Bergues by the Legitimist party, on the 4th of January, 1834, he made his first parliamentary speech.

The chief fruit of Lamartine's visit to the East was one of the most delightful books of travel which has ever been written. It appeared in 1835, in four volumes, under the straggling title of "Les Souvenirs, Impressions, Pensées et Paysages, pendant un Voyage en Orient; ou, Notes d'un Voyageur." In the following year Lamartine's most famous poem, "Jocelyn," was published, and attracted a great deal of attention. His next poetical work was an epic sketch entitled "La Chute d'un Ange," which appeared in 1835, and with its striking beauties and startling faults excited a great deal of favorable and adverse criticism. In the following year Lamartine's last great poetical work was published under the title of "Les Recueils Poétiques," with a remarkable preface on the then position of poetry in France.

Soon after Lamartine's entrance into political life, the Chamber was dissolved, and in the ensuing elections he was returned by Bergues and Macon. He decided in favor of his native town, and, being re-elected in 1837, he continued to represent that town till 1845, after having distinguished himself for some years as an independent member of the Chamber, he aspired to become the President. Being opposed in this by the Government, he then abandoned his independent tactics, and endeavored to gain for himself a prominent position in the ranks of the opposition; and some years later, on the death of the Duke of Orleans, when there was a contest on the Regency question, he opposed the Government, and contended in favor of the Regency of the Duchesse of Orleans, with the hope, it is said, of becoming Prime Minister, in case her son should come to the throne, during his minority. Shortly before this he had published his famous "Histoire des Girondins"—a work in which he shed all the charms of romance over the terrible scenes of the Revolution, and is reproached with having gilded the guillotine. The admiration which this romantic narrative created for the revolutionists of 1789 did much to prepare for the Revolution of 1848.

After the flight of Louis Philippe, when, on the 23d of February, 1848, the Duchesse of Orleans entered the Chamber with her two young sons, Lamartine had it in his power, by a word, to put the Regent's crown on the head of the Duchesse.

He sided with the Republicans, however, and in a short time he found himself the most important and influential member of the Government. In the very first days of his power he had a grand opportunity of displaying his courage. The populace assembled in angry masses on the Place de Greve, and wildly cried for the "drapeau rouge," that dread symbol of popular violence and the reign of blood. While all his colleagues drew back in terror, Lamartine boldly stepped forward, and at the peril of his life eloquently dissuaded the fierce multitude from their sanguinary intentions. This was the greatest day of his life; and we could look with more unmingled admiration on his heroic conduct on this occasion if his insufferable vanity had not prompted him afterwards, in speaking of that day, to utter the self-satisfied words, "J'étais sublime ce jour-là!" Lamartine deserves great credit for having, on this same occasion, proposed the passage of a law for the abolition of capital punishment in political cases, a law which saved France in 1848 from a repetition of the horrors of the Revolution of 1789.

The poet statesman had now attained such a height of popularity that, in the elections of May, 1848, after the Provisional Government had resigned, no less than eleven electoral districts chose him as their representative in the new National Assembly. The first care of the new Assembly, when they met on the 10th of May, was to appoint an executive commission of five members, to whom was agreed that the nomination of the Ministers should be entrusted, and Lamartine was chosen

one of the five. On the 15th of May the Assembly was dispersed by the insurgent populace, who would not listen even to the popular Lamartine; but when he rose to address them, he said, "Asses-joué de la Lyre, mort à Lamartine!" A little later, when Lamartine was beaten by Cavaignac in the contest for power, his political glory was at an end. During part of the year 1849 he sat in the Assembly for Orleans, and then vanished from the political horizon into the retirement of private life.

After his political fall Lamartine occupied a comparatively unimportant position. It is true that he from time to time produced works which attracted much attention, and many of which have been not unworthy of his reputation; but he never again attained the literary glory of his earlier years, while in the world of politics he became a mere nonentity. Soon after his fall from power he published his "Histoire de la Revolution de 1848," in which he had himself taken such a prominent part. This was followed during the next ten years by several other historical works, of which the most important were the histories "De la Restauration," "Des Constitutions," and "De la Turquie."

It was as a recompense for the last-named work that the Sultan granted him a pension of 21000 a year. All these historical works are marked by the same distinguishing qualities and defects as were noticeable in his famous history of the "Girondins." About the same time Lamartine made some successful efforts in the field of pure romance, as examples of which we may name "Raphael," said to be founded on his own early love experiences; "Genevieve," and the delightful village tale of "Le Tailleur de Pierres de Saint Point." Numerous historical and biographical sketches have been the result of his labors; the most important of these latter works are "Les Hommes de la Restauration," "Les Grand Hommes de l'Orient," and "Portraits et Biographies." To relieve the poet from his pecuniary difficulties the French Government, in 1867, allotted to him half a million of francs of the public money, though the grant was strenuously opposed on various grounds. Considering that Lamartine, in 1848, proposed to the Assembly to renew against Louis Napoleon, by name, the general decree of banishment which had been passed in 1834 against all the princes of the Bonaparte family, this grant was creditable to the generosity of the Emperor. During the later years of his life Lamartine obscured his fame and brought himself into discredit by playing the rôle of gentry in a reckless manner, and then, with a most inordinate vanity and self-conceit, he presumed on his services as a statesman and poet to bring his necessities before the public and to demand from the French people, as a right, relief from his pecuniary difficulties. His latest scheme in the begging line was one to induce the French Government to purchase the copyright of all his works, but it did not succeed any better than some of his other money-raising projects, as the Government and people were alike disgusted at his conduct. Lamartine will leave a reputation second to none among the contemporary French writers. He was master of a graceful and elegant style, which will always make the perusal of his works a pleasure, and as a poet he was distinguished for a fine fancy and melodious versification.

SPECIAL NOTICES.

COLD WEATHER DOES NOT CHAF OR ROUGHEN THE SKIN AFTER WASHING WITH ALCONA EUGLYNARIN TABLET SOAP. It is delicately soft and beautiful. It is delightfully fragrant, transparent, and imperceptible as a toilet soap. For sale by all Druggists. K. & G. A. WRIGHT, 24

NOTICE.—I AM NO LONGER EXTRACTING TEETH WITHOUT PAIN FOR THE OCEANIC DENTAL ASSOCIATION. Persons wishing teeth extracted absolutely without pain, make the OCEANIC OXIDE GUM will find me at No. 107 WALNUT STREET. Charges suit all. 12 1/2

COFFEES ROASTED ON A NEW PRINCIPLE, retaining all the aroma and true flavor, are the best. On sale by FAIRBORN & CO., No. 205 NINTH and No. 1036 MARKET STREET. 1306

PHILADELPHIA UNIVERSITY.—MEDICAL DEPARTMENT.—J. S. FISHER, Esq., President; Rev. J. W. INGRAHAM, Vice-President; J. H. BENTLEY, Secretary; W. FAIRBORN, Treasurer; JOHN O'BRYEN, Solicitor. Full course of study in all departments of Medicine and Surgery, to commence on the first Monday in March, and continue until the first of June. For particulars apply to W. PAINE, M. D., Dean of the Faculty, University Building, NINTH and LOCUST STREETS. 22 1/2

INTRODUCTORY LECTURE TO THE STUDY OF ANATOMY AND PHYSIOLOGY. DELIVERED BY PROF. W. H. WATKINS, M. D., at the University of Pennsylvania, on WEDNESDAY, March 3, at 7 o'clock, by Professor FAIRBORN and other members of the Faculty. The pub. is invited. 22 1/2

ANNUAL COMMENCEMENT OF THE HAINEMANN MEDICAL COLLEGE OF PHILADELPHIA. AT THE ACADEMY OF MUSIC, TO-MORROW, at 12 o'clock. Doors open at 11 o'clock. Music under the direction of Carl Fischer. Medals by Prof. HENRY MARTIN, NOAR M. D. 11

NOTICE.—CAMDEN AND PHILADELPHIA STEAMBOAT FERRY COMPANY. An election for Directors of the above Company will be held at the office of the Company, foot of Chestnut street, in the City of Camden, on SATURDAY, the 27th of March, instant, between the hours of 12 and 2 P. M. W. H. WATKINS, Secretary. 22 1/2

POST OFFICE, PHILADELPHIA. March 1, 1869. per steamer JUNIATA, will close at 10 o'clock on WEDNESDAY, March 3, at 7 A. M. HENRY H. BINGHAM, Postmaster. 11

THE PENNSYLVANIA FIRE INSURANCE COMPANY. MARCH 1, 1869. The Directors have this day declared a dividend of SEVEN DOLLARS AND FIFTY CENTS per share on the stock of this Company for the past six months, which will be paid to the Stockholders on their legal representatives after the 15th inst. W. M. G. CHOWELL, Secretary. 21 1/2

OFFICE OF THE FRANKLIN FIRE INSURANCE COMPANY. PHILADELPHIA, Feb. 27, 1869. At a meeting of the Board of Directors held this day, ALFRED G. BAKER, Esq., was unanimously elected President in place of Charles N. Hancock, Esq., deceased; and GEORGE W. BROWN, Esq., was unanimously elected a Director of the Company to fill the vacancy in the Board. W. H. WATKINS, Secretary. 21 1/2

OFFICE OF THE EXCELSIOR PRESS BRICK MANUFACTURING COMPANY. No. 309 WALNUT STREET, Philadelphia. The Annual Meeting of Stockholders and ELECTION OF DIRECTORS of the Company will be held at this Office on MONDAY, March 8, at 10 o'clock, P. M. W. D. COOPER, Secretary. 21 1/2

VESSEL OWNERS' AND CAPTAINS' ASSOCIATION, OFFICE, No. 309 WALNUT STREET. PHILADELPHIA, Feb. 26, 1869. The annual meeting of the Vessel Owners' and Captains' Association will be held at the EXCHANGE ROOMS, on WEDNESDAY, March 3, 1869, at 10 o'clock, when an election will be held for a Board of Directors for the ensuing year. CHARLES H. STELLMAN, Secretary. 21 1/2

NOTICE.—OFFICE OF THE COLLECTOR OF INTERNAL REVENUE FOR THE SECOND DISTRICT OF PENNSYLVANIA. Mr. JOHN LYON has resigned the position of Deputy Collector of this district, and no longer has authority to sell in that capacity. JOHN M. DIEHL, Collector. 21 1/2

STEAM BOILER EXPLOSIONS.—ASHCROFT'S PATENT SAFETY VALVES, Steam and Water Indicators, Improved Safety Valves, and Water Indicators, for preventing boiler explosions, and every variety of Engineer's supplies. 13 1/2

SPECIAL NOTICES.

HEADQUARTERS REPUBLICAN INVINCIBLES. SPECIAL ORDER.—The Washington delegation will assemble at National Union Club House, No. 1108 CHESTNUT STREET, WEDNESDAY, March 3, 1869, at 8:30 A. M., sharp. 11

Dresses.—Dark cloths, white gloves, and blue cloth regulation cap. By order of GEORGE TRIST, Chief Marshal. HENRY TODD, Assistant Marshals. 11

OLD OAKS CEMETERY COMPANY OF PHILADELPHIA. OFFICE, NO. 618 WALNUT STREET. THE COMPANY is now prepared to dispose of lots on REASONABLE TERMS. The advantages offered by this Cemetery are well known to be equal if not superior to those possessed by any other Cemetery. We invite all who desire to purchase burial lots to call at the office, where plans can be seen and all particulars will be given. Deeds for lots sold are ready for delivery. 11

RICHARD VAUX, President. PETER A. KEYSER, Vice-President. MARTIN LANSBORN BERGER, Treasurer. MICHAEL NIXON, Secretary. 11 1/2

"A PENNY SAVED IS EQUAL TO TWO EARNED."—The time to save money is when you earn it, and the way to save it is by depositing a portion of it every day in the old FIDELITY SAVING FUND, No. 136 S. FOURTH STREET, below Chestnut. Money in large or small amounts received, and put to work, interest allowed. Cash only from 9 to 5, and on Monday evenings from 7 to 9 o'clock. CARUS CADWALLADER, Treasurer. 11

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It has only one wheel. Neither treadle nor saddle. It is built in such shape that you don't have to straddle. The man who propels it. Takes hold with his hands. Of two parallel bars. And on the ground stands; Puts his feet then in motion. One after the other, While the vehicle goes on. Without any bother. This funny machine Has no painting or gilding: It is useful to carry Material for building—Shingles and shavings. Bricks, lime, and plaster—And the lighter load. It can travel the faster. It is better than a bicycle. For it isn't so narrow, And our Wheel-oxpede We will call a Wheelbarrow! 11

Volocypedes, Wheelbarrows, Pedestrians, and all other sorts and conditions of men and boys, are invited to continue their investigations of our mammoth stock of reasonable masculine apparel. For the closing winter and the opening spring, we have the thickest coat, the light coat, the elegant Melton, the silk mixed, the steel-mixed, and, in a word, everything you want, and at such prices as will certainly please you. 11

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CHICKERING Grand, Upright and Square Pianos. No. 914 CHESTNUT STREET. DUTTONS. 11 1/2

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LETTERS OF ADMINISTRATION TO THE

Estate of Mrs. LYDIA S. BAILEY, deceased. Having been granted to the undersigned, all persons indebted to said estate will make payment, and all claims against the same will present them to ELLIS S. BAILEY, Administrator, at his office, No. 50 N. FIFTH STREET, Philadelphia. 12 1/2

THE ADAMS EXPRESS COMPANY, OFFICE

No. 350 CHESTNUT STREET, towards Parcel Post Office, Merchandise, Bank Notes, and specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. JOHN BINGHAM, Superintendent. 11

WILLIAM B. GREEN, BRICKLAYER, NO.

1530 S. FIFTH STREET. 12 1/2

S. GARTLAND, UNDERTAKER,

8 SOUTH THIRTEENTH STREET. 11 1/2

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